

CABIN JOHN OVERPASS
(Erricson road Overpass)
Erricson Road, spanning Clara Barotn Parkway
Cabin John Vicinity
Montgomery County
Maryland

HAER No. MD-94

HAER
MD
16-CABJOV,
8-

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN ENGINEERING RECORD
National Park Service
Department of the Interior
P.O. Box 37127
Washington, D.C. 20013-7127

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I. INTRODUCTION

Location: Clara Barton Parkway milepost 3.74, 1.3 miles from Interstate 495; carries Erricson Road over Clara Barton Parkway, in Montgomery county, within George Washington Memorial Parkway.

FHwA Structure No.: 3300-032P.

Date of Construction: 1962.

Type: Prestressed concrete girder bridge.

Designer: Bureau of Public Roads engineers with approval from the National Park Service.

Present Owner: National Capital Region, National Park Service.

Present Use: Carries vehicular and pedestrian traffic on Erricson Road in Cabin John, Maryland over the George Washington Memorial Parkway (GWMP). The bridge provides a connection to Cabin John Gardens.

Significance: Built as part of the Maryland segment of the GWMP.

Project Information: Documentation of the George Washington Memorial Parkway and Clara Barton Parkway was undertaken as a multi-year project by the Historic American Buildings Survey and the Historic American Engineering Record (HABS/HAER), a combined division of the National Park Service, Robert Kapsch, Chief. The project was sponsored by the Park Roads Program of the National Park Service, John Gingles, Deputy Chief, Engineering and Safety Services Division. The Project Supervisor was Sara Amy Leach, HABS Historian. Bridge reports were prepared by Elizabeth M. Nolin (1988); Michael P. Kucher (University of Delaware, 1993); and Jennifer P. Wentzien (University of Washington, 1994).

HABS Report No. VA-69 prepared by Timothy Davis (University of Texas) provides an overview history of the entire parkway project. Jack E. Boucher and Jet Lowe produced the large-format photographs. The Washington-based summer 1994 documentation team was headed by landscape architect Tim Mackey (Harvard University, Graduate School of Design).

II. HISTORY

The Cabin John Overpass is one of several bridges built in the 1960s as part of the Maryland segment of the George Washington Memorial Parkway (GWMP). Since 1989 the Maryland segment of the GWMP has been known as the Clara Barton Parkway. The bridge carries Erricson Road over the GWMP in Cabin John, Maryland. Erricson Road provides access to the C&O National Historical Park, also maintained by the National Park Service.

The structure is one of three prestressed girder bridges located along the Clara Barton Parkway and constructed in the early 1960s.¹ While GWMP bridges of the 1930s had native stone facing, the absence of applied ornament is typical of GWMP bridges of this era.

Description

The Cabin John Overpass is a single span prestressed girder bridge supported on reinforced concrete abutments and wing walls. The deck spans 110'-6". The overall length including wing walls is 179'-5". The roadway consists of two 16' lanes separated by a 4' median. Walkways on both sides measure 5'-3". The overall width is 46'-6". Clearance is 14'-7". Guardrails are 2'-9" high and are the standard steel rails as used elsewhere on the GWMP.²

III. SOURCES

U.S. Department of Commerce, Bureau of Public Roads. Plans for Proposed Project 100A7. Microfiche reductions of original construction drawings on file at National Capital Region Park Headquarters, National Park Service, Washington D.C.

U.S. Department of Commerce, Bureau of Public Roads. "Final Construction Report, George Washington Memorial Parkway, Project 100A7." Unable to locate report at remote storage facility of Eastern Federal Lands Highway Division, FHWA, Sterling, VA.

U.S. Department of the Interior, National Park Service. "Structural Appraisal Sheet - Structure No. 3300-032P." 4/21/93.

U.S. Department of the Interior, Historic American Buildings Survey (HABS), No. VA-69, "George Washington Memorial Parkway," 1994. Prints and Photographs Division, Library of Congress, Washington D.C.

¹See Carderock Overpass (HAER No. MD-92) and Little Falls Branch Bridge (HAER No. MD-99).

²This data is a synthesis of the NPS "Structure Appraisal and Inventory Form," 4/21/93 and Bureau of Public Roads, Plans for Project. 100A6,7, Sheet 15 of 24.